

TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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"It's a good day for Roughnecks," yelled Captain Kenneth J. Booth, of Reno, as he led his men over the top. The captain was wounded, although not seriously, and that bunch didn't stop until taken out.

THIS is the language of Harry A. Williams, war correspondent of the Los Angeles Times, the best man of the newspaper bunch that ever went to war as a non-combatant. He was with the boys in going over the top and his letters during hostilities gave the best sidelights on physical conditions and the personal courage of the men with whom he was brigaded. The compliment extended to Captain Booth is all the greater when it is understood that the correspondent was paying special attention to the Native Sons and seldom gave thought to the other western heroes who made up that death-dealing phalanx which made possible the capture of the forest of Argonne where every foot of the underbrush and dense shrubbery bristled with most of machine guns that rained leaden and steel-coated pellets on the approaching Yankees. That was the time to try men's souls and those who won their spurs in that battle will live forever in the history of America's proud records of military achievements. None of the boys in writing home have given any idea of what they actually experienced and the son of the editor of the Bonanza was as modest as the humblest private in his company of Roughnecks. The nickname was given long before the horrors of war had begun to develop after this nation resolved to send the best of her youthful manhood to drive the foe man out of the blood-soaked battlefields of France. The boys in Captain Booth's company were known in Camp Lewis as the huskiest bunch that ever took training under a stern disciplinarian and they found no easy taskmaster in young Booth who had come to the cantonment fresh from the grueling of the first officers' training camp at the Presidio of San Francisco. Kenneth seemed to know by intuition what his men would experience when they eventually got into clutches with the enemy and he did not spare any one in putting them through their paces. The men loved him for his fairness and impartiality for his democratic ways gripped their hearts and they swore they would wade through fire and water if their young captain ordered them to invade hell itself. They had the best football material in Camp Lewis and whenever there was a game between the contending regiments the result was a foregone conclusion if it was known on what side the "Roughnecks" of Booth's command were aligned. The company was hardened and case hardened before they had been many months in training for the previous service of Captain Booth as a corporal in the regular army gave him an introspective of what was bound to come when he and his men would get overseas and he called on to go over the top facing the supreme sacrifice with smiling faces and valiant hearts such as endowed that grand 21st division with immortal honors.

The editor of the Bonanza takes this opportunity to return thanks to the gallant and irrepressible Harry A. Williams who, in chronicling the glories of the Southern California bunch did not refrain from extolling an outsider from Nevada.

THAT VACANT CHAIR

MRS. OLIVE STEWART, to succeed her husband in the Nevada senate. That slogan met with unanimous approval at the meeting of the Republican county central committee last night. The nomination was spontaneous. From every point of view, the widow of the statesman whose life ebbed away on the threshold of a session of the legislature, is the best qualified individual to fill the position. Mrs. Stewart's claims on the office are not wholly the outcome of a sympathetic friendship but may be classed as the only logical sequence to the bereavement which deprived southern Nevada of one of the most enthusiastic workers and constructive statesmen who ever sat under the dome of the capitol at Carson City. Those who know the candidate understand her fitness for the position better than any description can convey. During the last session of the senate Mrs. Stewart sat at the side of her husband throughout the entire term. She took an active interest in every bill before the body and never failed to seize the full meaning of a measure with a woman's quickness. When Senator Stewart was racked with pain and he was unable to discharge the functions of his office his wife acted as a very acceptable vicar sitting through sessions and serving in her husband's place on committees where she displayed a grasp of the most intricate political questions with an acumen that demonstrated her natural adaptability for handling legislative problems. All that remains to insure the choice of Mrs. Olive Stewart will be her acceptance of the unsought honor, which, coming in the trying hours of her sudden bereavement will serve to soften the blow dealt so ruthlessly in the home.

WORK CHEAPER FOR FRANCE

ONE of the big shipyards on the Pacific coast has offered to take a large contract from the French government for ships at \$115 a ton. This same concern has been building vessels for the United States at from \$175 to \$180 per ton. Similar prices are being paid by this government for all of the ships now building, and it is intended to complete the program of the shipping board on that basis. Those ships, when completed, are expected to compete with vessels that have cost but \$115 per ton to build, or, as in the case of Great Britain, have been purchased at a price of \$140 per ton or less. Of course they cannot be operated under such conditions except at enormous loss.

It is high time that the shipping board, like the war department should take account of stock, and see wherein retrenchments can be made. It is understood that the building of wooden hulls already has been curtailed, but the contracts for steel ships also

should be rigidly scanned with the idea of cancelling those on which too much progress has not been made or which have not started at all, and modifying the others so that the vessels will be completed according to sound business principles of peace times. In that way only can the government avoid the writing off of many millions of dollars as war losses when the steamers are placed in competition with those of other countries.

AL, IT'S AWFUL!

HAVING his attention called to a letter which was six weeks in course of delivery from Garrett to Fort Wayne, Indiana, a distance of twenty odd miles, the editor of the Fort Wayne News proceeds to take the hair-off Al Burleson and mentions eight historic events which occurred while the missive was en route. "In a broad way it may be said that while this letter was in transit the world turned over," says the editor. It is suggested that possibly the world in turning over accomplished what Al could not, namely, the delivery of the letter. How many thousands of these cases come to hand daily? Burleson upon his retirement from office will have earned the unique distinction of being the most inefficient postmaster general since the time when Cain found it necessary to answer a matrimonial advertisement by going in person to the Land of Nod.

DEVICE TO PROTECT SHIPS FROM MINES

By Associated Press.

LONDON, Jan. 10.—A device which for more than three years helped to protect British warships from German mines has won for its inventor, Lieutenant Charles D. Burney of the British navy, the Order of Companion of St. Michael and St. George and a grant of \$150,000.

The invention is said to have saved the lives of hundreds of sailors and prevented the loss of many warships. It consisted of a waterplane-shaped like a torpedo, having a pair of large flat fins projecting on either side. It is towed over the water by a wire rope in such a way that it runs from the ship's bows outward. The wire rope is intended to pick up the mooring ropes of mines and slide them along until they reach the ship's bows, where a sharp hook is fastened in a V-shaped slot. The mine is then pulled through the mooring rope and allows the mine to float free, where it can either be avoided or destroyed.

The invention is known in the service as the "P. V." or "Paravane."

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UTAH TAKES UP PLANS FOR FINDING MEN WORK

By Associated Press.

SALT LAKE CITY, Utah, Jan. 15.—Definite steps toward the organization of the state for the purpose of providing employment for returned soldiers, sailors and war workers has been taken by a joint commission appointed by L. H. Farnsworth, chairman of the Utah state council of defense.

Specifically the joint committee will be to find work for an estimated 20,000 men who have been in military service, and for an estimated 10,000 men who left Utah for employment in offensives and munitions plants.

An additional task also faces the committee in this state due to rapid development plans for the reclamation of great tracts of land in Utah for which workers must be provided. The state council of defense is providing cards for use of various committees and district committees which will be listed the names of unemployed persons, together with all necessary details. This data is to be used by the committee.

FOOTBALL STAR ENGAGED

By Associated Press.
CLEVELAND, Jan. 15.—Richard Lukich, former football star of the Cleveland naval reserve and former player of Alabama 1913, has been engaged as head coach of Spring Hill College, Mobile, Ala. This ends rumors that he would play professional football next year.

One never hears of a congressman resigning his post in Washington on account of the high cost of living.

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to find employment for every man who "did his bit" either in the army or navy or in industries doing war work exclusively. Many soldiers who already have received their discharges have been found employment without any unusual delay or trouble. At least such is expected to be the case if the Utah citizens co-operate in this work as they have in other war activities.

Tonopah & Tidewater RAILROAD

Leave Goldfield 10:30 a. m. Monday, Thursday, Saturday.
Arrive Los Angeles 4:20 a. m. Tuesday, Friday, Sunday.
Connections at Ludlow for Arizona and Southwest. Standard sleepers leave Beatty Monday and Thursday for Los Angeles. Leave Los Angeles Tuesday and Saturday.

Nevada First National Bank of Tonopah

CAPITAL, \$100,000

ANNOUNCEMENT

We are going to open the Bertram Sales room building on Sept. 15-18 as a Goodyear Service Station with a complete stock of Goodyear Tires, Tubes, Belting, Truck Tires and Vulcanizing. We are going to render Goodyear Service as prescribed by the Goodyear Company.

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E. W. BLAIR, Cashier.

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